YANKEE AIR FORCE NEWSLETTER

P.O. BOX 1100
WILLOW RUN AIRPORT
YPSILANTI, MI 48197

Volume 2, No. 4 & 5 | April, May 1983 | 50¢

IN MEMORIAM
GARY L. BASSETT
YAF # 002

The Yankee Air Force is saddened by the recent passing of Gary Bassett. Gary was the co-founder of the Yankee Air Force idea in 1980, and his loss will be felt by all of us. The Yankee Air Force extends our deepest sympathy to Gary's family. At the April Board of Directors meeting at Willow Run, the Board voted to dedicate the year 1983 to Gary Bassett, YAF # 002.

NEWSLETTER

Due to many unrelated events, this Newsletter is late in getting out. Because of a lack of articles submitted, the April and May issues were combined.

We've been working on the new format for the Newsletter in our continuing efforts to move towards a national magazine. A larger committee has been formed to work on the enlarging scope of the Newsletter, and the first issue under the new format and the new publications group will be the June issue due to be released at the June General membership meeting, June 1. We hope you will like the new format, and send in your comments (for or against) so that we may know how to further improve and develope it. You will be seeing a number of changes as we go along towards a regular magazine format, this being the next in the continuing series of changes. For those of you who were around in 1981, remember the first single page newsletter and look at where we are with it now. The upcoming changes fit right in with our progress. The deadlines for the Newsletter remain the general membership meeting on the first Wednesday of each month. However, with the new format, typsetting and layout procedures, it is imperative that this deadline be adheared to. Copy will not be accepted after the deadline, and other divisions should make sure that their copy is mailed so that it reaches the Staff by that deadline. Please mark "Newsletter" on the outside of any envelope with copy in it so that it will immediately be forwarded to the Newsletter staff. Thanks for your past articles, keep sending them in, and hope you like the Newsletter as it evolves into a premium aviation publication.

Dennis Norton, Editor

WILLOW RUN '83 IS HERE

The Willow Run Airshow is here. June 11 and 12, are the two biggest days of the year for the YAF at Willow Run. The funds raised this year will pay off the balance of the note on the YAF C-47 and continue the build up of funds for the B-24 project.

The June 1 meeting will be the final set up meeting for the show. Everyone who is working the show should be there. We still need a lot of volunteers to work the show, especially in the areas of ticketing and parking The Ramp crew, Security, Hangar, Sales, Membership and museum are set. Please donate one or two days of your time to help the YAF in this our biggest fund raiser of the year. This is the time we need all of you who don't have the time normally to spend at the hangar. You can help now by coming to the June meeting and volunteering for one of these areas.

Any YAF member who works at the Airshow will get into the Saturday night airshow party free.

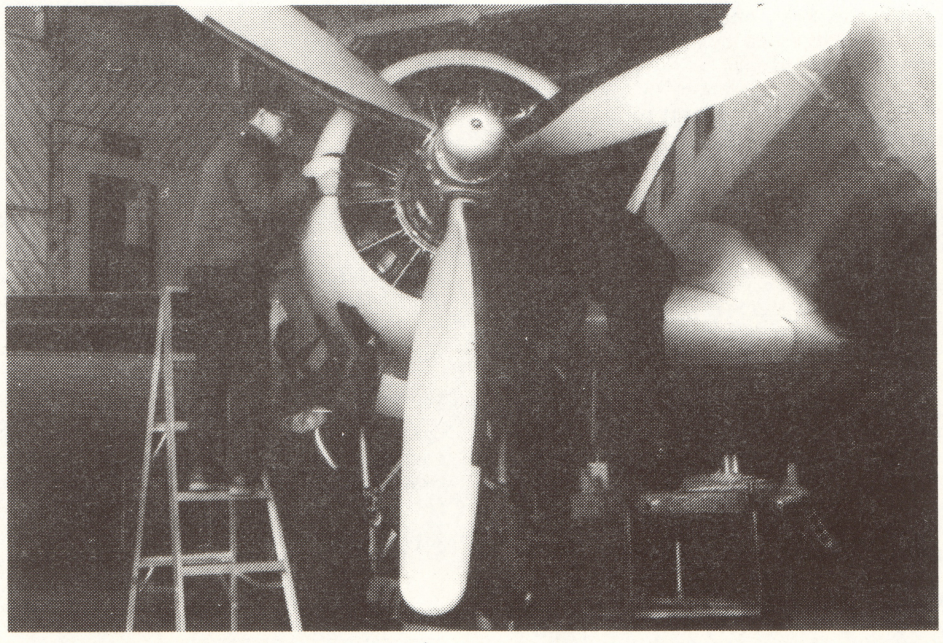
AIRSHOW PARTY

The annual Airshow Party will be held on Saturday night, June 11, at 7:30 pm. Yankee Air Force members who work the airshow, and all airshow staff performers, and display aircraft pilots will get into the party free.

Yankee Air Force members who do not work at the airshow, and the general public are also invited this year. The ticket cost for them will be $12.50 per person. This includes a catered sit down dinner, and dancing to the music of "Al Townsend and the Ambassadors", the official Yankee Air Force band. The "Ambassadors" are a 17 piece big band, playing in the style of the big bands. The party will be in the YAF Hangar, and you will have the opportunity to meet and talk with all the airshow performers, including the Blue Angels.

Come and have dinner with the Blues, and support the Yankee Air Force. This is the biggest and best party of the year. Don't miss it.

Pat Wilkins
Audrey Ray



Final "buttoning-up" of the Yankee Air Force C-47 cowling after completion of the 1st YAF annual inspection on the old bird. She was in tip-top shape, thanks to the tender-loving-care or ERIM. Left to right; Charles Greenwald, Pat Nugent Olin Parks (behind the prop blade), and Bill Ray. Belly restoration in progress now, hope to have her in the air in July. (Photo, Stan Reich)

YANKEE AIR FORCE NEWSLETTER

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Yankee Air Force Inc.

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Editor	Dennis Norton
Calendar	Stan Reich
Hangar Talk	Frank Modlinski
Aircraft Reports	Jim Hanford
	Stan Reich
Advertisements	Terry Marsh

Limited space available for advertisements: Rates; 1" ad, $15.00 per issue or $165.00 in advance for a full year. 2" ad, $25.00 per issue or $275.00 in advance for a full year. Subscriptions available for $6.00 U.S. currency per year mailed within the United States and Canada. $9.00 per year mailed outside the U.S. and Canada. Write Yankee Air Force Newsletter, P.O. Box 1100, Ypsilanti, MI, 48197.

YANKEE AIR FORCE MEMBERSHIPS

Annual membership	$ 25.00
Annual Membership Spouse	10.00
Life Membership (individual)	500.00
Senior Life Membership (over 60)	250.00
Corporate Membership Minimum Annual Dues	500.00
Initiation Fee (one time fee paid by each new member upon joining).	10.00

Renewals must be received within 30 days after expiration, or member must renew as a new member with initiation fee.

WILLOW RUN COMMITTEE CHAIRPERSONS

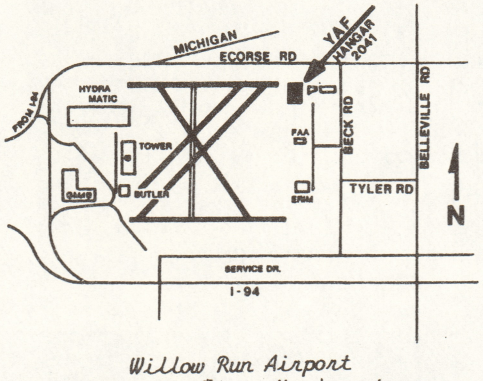
Aircraft Procurement, Dan Miller	291-3431
Bookeeper, Barb Sutton	
C-47 Cdr. Elmer Spencer	485-8900
Finance, Nancy Lockwood	482-4120
Fire Marshall, Bill Walter	941-4073
Fund Raising, John Schmitz	421-2053
F-86D Cdr., Scott Vetter	721-3711
Hangar, Al Bittner	699-9215
Hangar Rentals, Greg Smith	487-5965
Librarian, Barbara Cook	
Maintenance Chief, Ron Haviland	836-5732
Museum/Historian, Phil Lundy	644-9171
Newsletter Ads, Terry Marsh	434-0990
Pilot Certification Mike LaPine	485-7931
Photography, Jim Walters	481-0320
Publicity, Public Information Officer George Taylor	434-4753

YAF HEADQUARTERS WILLOW RUN AIRPORT

The Yankee Air Force National Headquarters, Museum, Hangar and Flight Line is located at historic Willow Run Airport, in Ypsilanti, Michigan. Willow Run was built in 1941 by the U.S. Army to be the air base for Ford Motor Companys B-24 bomber plant, located on the west side of the field. The airport was owned by the University of Michigan until the mid 1970s and is now owned and operated by the Wayne County Road Commission which strongly supports our efforts to preserve a part of the history of Willow Run and Southeastern Michigan, as well as historical aviation in general.

To drive to Headquarters from the East or South, exit from I-94 at Belleville Rd., drive North to Tyler Rd. (about 1 mile), turn left on Tyler, then turn right on Beck and proceed to the Airport entrance on Beck Rd. From the West or North, follow Ecorse to Beck Rd., turn South on Beck and proceed to the Airport entrance. The YAF is located in the Northernmost hangar on the east ramp.

Headquarters is always open to all members who wish to visit or participate in restoration projects.



Willow Run Airport
Yankee Air Force Headquarters

YANKEE AIR FORCE CALENDAR

It is becoming necessary to advance the deadline for the Newsletter and the calendar. Therefore the accuracy of items appearing in the calendar cannot be guaranteed. If you plan to attend any particular meeting, please check with the chairperson to confirm the time and place.

Calendar deadlines are the same as the Newsletter deadlines. It is the responsibility of each Division to get calendar info to me by that deadline if you wish it included in the calendar.

Stan Reich, YAF # 055

Chairpersons continued

RF-84K Cdr. Mike Willman	661-0440
Social Events, Pat Wilkins	525-2616
Audrey Ray	729-0139
Supplies, Barb Sutton	

YANKEE AIR FORCE CALENDAR

June
1-General Membership Meeting at Willow Run-last sign up time for the airshow (WR) 7:30 pm
-Deadline for the July YAF Newsletter
-Northeast General Membership Mtg 7:30 pm (NE)
4,5-Pontiac Airshow YAF is participating
4-Free airshow tickets to YAF members with over 25.00 logged-11am at the hangar. First come first served. (WR)
-final hangar work day and painting party before the airshow-everyone come and lend a hand.
6-10-Set-up for the airshow everyone needed sometime during this week.
8-Mid-Michigan Membership Mtg 7:00
11-12-Willow Run '83 Airshow (WR) Show starts at 1:00
11-Airshow Party 7:30, Hangar (WR)
12-Airshow post party 6:00
13-Airshow cleanup all day
14-WI/IL membership mtg. (WI)
15-Mid-Michigan Membership Mtg. 7:00 (MMD)
-Willow Run Board Mtg. 7:30 (WR)
18,19-Canadian Warplane Heritage Hamilton Ont.
28-WI/IL Board Mtg. (WI)
29-MID-Michigan Board Mtg. 7:00 (MMD)

July
2,3-Detroit Renaissance air Show YAF participation planned (WR)
4-Ann Arbor airshow YAF participation planned (WR)
6-Willow Run Membership MTG 7:30(WR)
-Northeast Membership MTG 7:30)NE)
12-National Board MTG 7:30 (WR)
-WI/IL Membership Mtg. (WI)
13-Mid-Michigan Mbr. Mtg.7:00(MMD)
17-YAF picnic/fly-in Willow Run all divisions (WR)
20-Willow Run Board Mtg 7:30(WR)
-Northeast Board Mtg. 7:30 (NE)
26-WI/IL Board Mtg. (WI)
27-Mid-Michigan Board Mtg. 7:00(MMD)

August
20-YAF Dinner Dance Hangar (WR)
27,28-Rock County Airshow-YAF participation planned. WI/IL (WI)
27-Airshow big band dance, Rock Cty. Illinois, (WI)

September
24,25-YAF Founders Day Celebration Willow Run (WR)

YAF LOGBOOK TIME MAY BE USED TO GET A FREE AIRSHOW TICKET

YAF has been allocated 200 tickets for the airshow. Members with $25.00 or more logged in the YAF logbook may use some of their "pay" to purchase one ticket. 1 per member will be given out starting at 11am in the meeting room, first come first served until all 200 are gone. To be sure of getting one, make sure you have $25.00 properly logged and signed, and get in line early. 200 is all we have. When they're gone, they're gone.

National News

Mid-Michigan will be attending the Willow Run Airshow and many of the members will be working with the Willow Run members, learning how to run an airshow, in hopes of having their own airshow next year.

Northeast will be represented by a large contingent of members and the B-24 gun turret they've been working on.

Wisconsin-Illinois will be coming with a PT-17 and a PT-26.

We look forward to bringing members of all divisions together at the Willow Run Airshow. Don't forget about the airshow party on Saturday Night. Bring your dressup clothes for a good time. We'll have "Al Townsend and the Ambassadors" again, with a special surprise they tell us.

Mid-Michigan held its first openhouse on May 8, and dedicated the Division and their facilities. The winds kept some of the aircraft away, but enough flew in to make a great show, and the day was a great success for the 3rd Division. Congratulations from everyone at National, and from all members of the YAF.

WI/IL STATELINE DIVISION

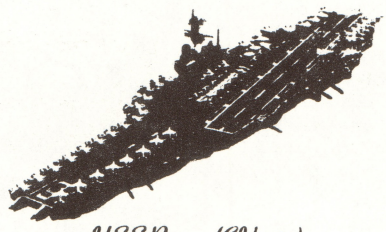
Our Division display at the Janesville Mall, Janesville, WI., was a great success. We were given a great deal of exposure and signed up a new member, bringing our total membership to 33 members. Dick Wixom, YAF #1236 had his Navy N2S Stearman on display as well as a Bendix training turret owned by President Sam Taber. Other members who helped with the show were Laura Taber, Kevin Wixom, Larry Wixom Tom Jacob, Jeff Rogers, Jeff Reese, Robert Lane, Bruce Morgan, Bud Goebel Danielle Reese, and Tom Lentz.

On May 22, we will be holding a YAF promotion at Rock County Airport, Janesville, Wis. A FG-1D Corsair owned by Dr. Lou Antonacci will be on display as well as an AT-6 Texan, 2 PT-17 Stearmans, a Beechcraft Staggerwing, and a Fairchild PT-26 Cornell.

The Wisconsin-Illinois Stateline Division held elections for Board members. The results were;
President - Sam Taber
V. President - Kevin Wixom
Secretary - Danielle Reese
Treas. - Laura Taber
Liason Officer - Jeff Reese
Board Members - Dick Wixom
Larry Wixom
Jeff Rogers
Max Elliott

Jeffrey J. Reese, YAF #1213
Liason Officer

The following member news was submitted by Wiley Reel who toured the Ranger earlier this year.



USS Ranger (CV-61)

"YANKEE AIR FORCE GOES TO SEA"

Commander Jon K. Dekker "Air Boss" on the Aircraft Carrier USS Ranger receives his YAF "wings" on the Flight Deck of the Ranger. Assistant "Air Boss", CDR. Kent Vandervelde is shown pinning the YAF nameplate on CDR Dekker during a surprise ceremony which followed an official Navy Awards Ceremony where CDR Dekker had pinned Service Awards on numerous of his crew members. The ceremonies took place at sea about midway between Pearl Harbor and San Diego. The Ranger was enroute to her home base in San Diego after 6½ months of active duty in the Indian Ocean. The nameplate was delivered in person to CDR Vandervelde aboard the Ranger by a YAF member.

Yankee Air Force Flightline

BILL ROGERS' STEARMAN

Bill Rogers (YAF # 114) has a love affair with the Stearman. He takes credit for bringing in three of the WW II trainers that are based at the New Hudson Airport. And for every hour Bill has spent at the controls of a Stearman, probably eight to ten hours have been spent in maintenance, rebuilding, and chasing down the dwindling number of aircraft and parts.

This famous aircraft, which recorded the greatest production of any bi plane in history, appeared in 1934 as the Model 70, a private venture of the Stearman Aircraft Co. in Wichita, Kansas. That same year Stearman became a subsidiary of Boeing Aircraft Corp., and in 1939 the Stearman name was dropped from the Wichita plant. Yet this family of Boeing-built trainers from Lloyd Stearman's desigh has always been known by the designers name.

The Model 70 was a conventional bi-plane with a 225 hp Wright or a 215 hp Lycoming seven-cylinder radial engine. Although the design won the Army competition, the first production orders came from the Navy. This version, designated the NS-1, was powered by 225 hp Wright J-5 (R-790-8)engines drawn from storage. In 1936 the Army placed an order for the improved Model 75, powered by a Lycoming engine, and designated PT-13. In the following ten years, over 8,000 Model 75s were built, primarily for the USAAF and the Navy. These machines were designated PT-13, PT-17, PT-18, PT-27, and N2s-1 through -5, depending on which engine was installed. Some 300 aircraft went to the Royal Canadian Air Force under Lend-Lease, and were called "Kaydet", a name unofficially applied to the entire family. A few of these, and some Navy N2S-5s had a cockpit canopy Total series production numbered 10,346, and all were built in Wichita Roughly 1970 examples are still registered in the United States, of which several hundred are still flying.

Bill's current aircraft, Reg. No. 62438, is an N2S-3. Originally built in 1941 for the Army, it was one of 1,000 planes delivered to the Navy. These machines carried an Army color scheme - dark blue fuselage with yellow wings and tail - with "US NAVY in white letters on the fuselage. THe standard Naval scheme was all yellow with black lettering. The disparaging nickname, "Yellow Peril", was a reference both to the aircraft and to the cadets who flew them. In May, 1946, the airplane was sold for the sum of $600, and passed through several owners in the next 35 years. Bill found it in late 1981 in a barn near Marine City, Michigan. It was configured for crop dusting, and was

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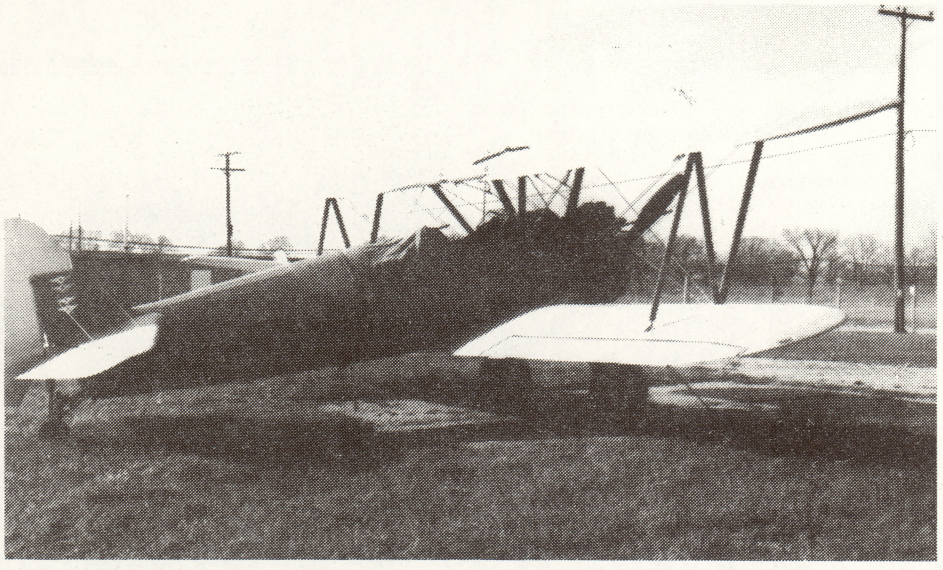
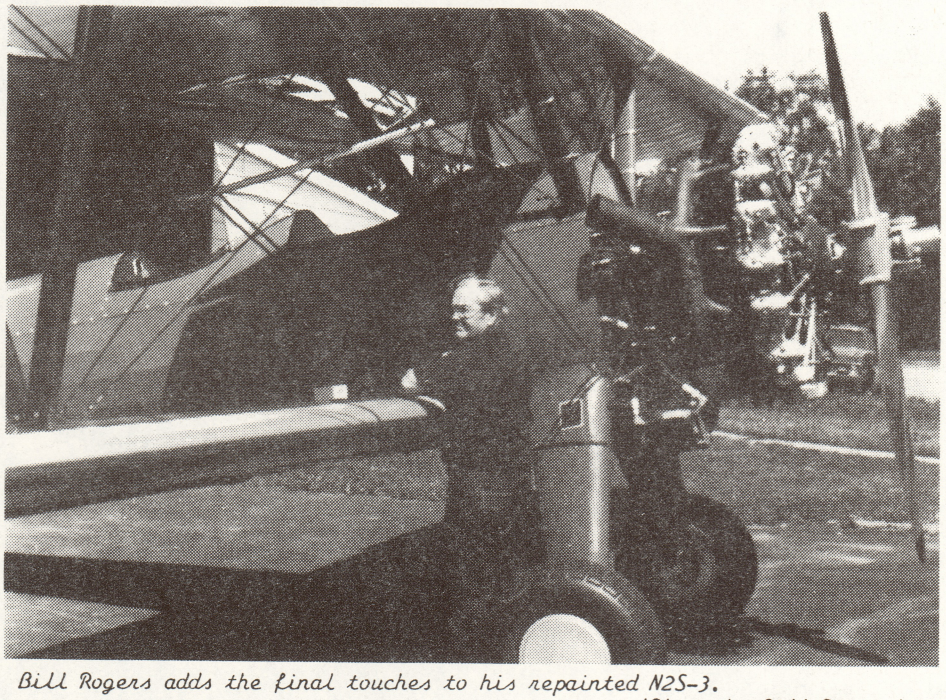
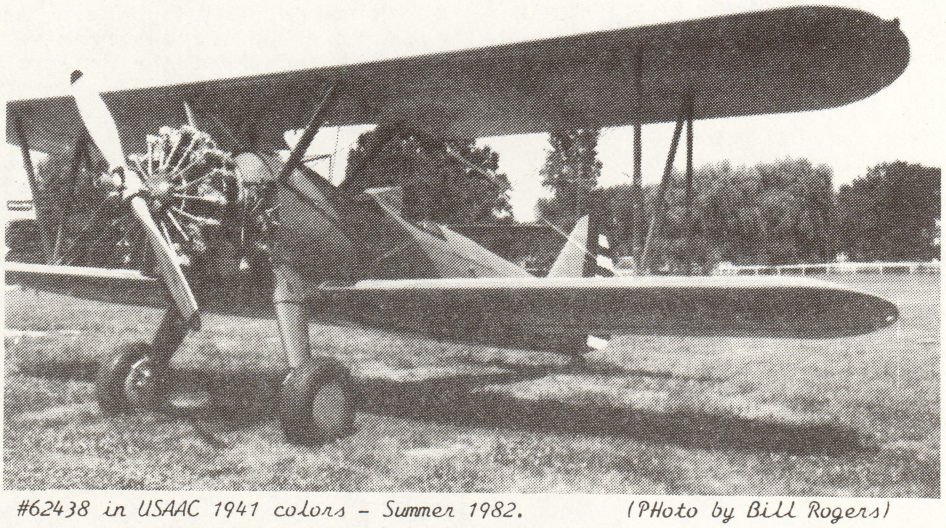


Stearman #62438 as Bill Rogers found her in 1981, in crop-duster configuration (Photo by Bill Rogers)



Bill Rogers adds the final touches to his repainted N2S-3. (Photo by Bill Rogers)



#62438 in USAAC 1941 colors - Summer 1982. (PHoto by Bill Rogers)

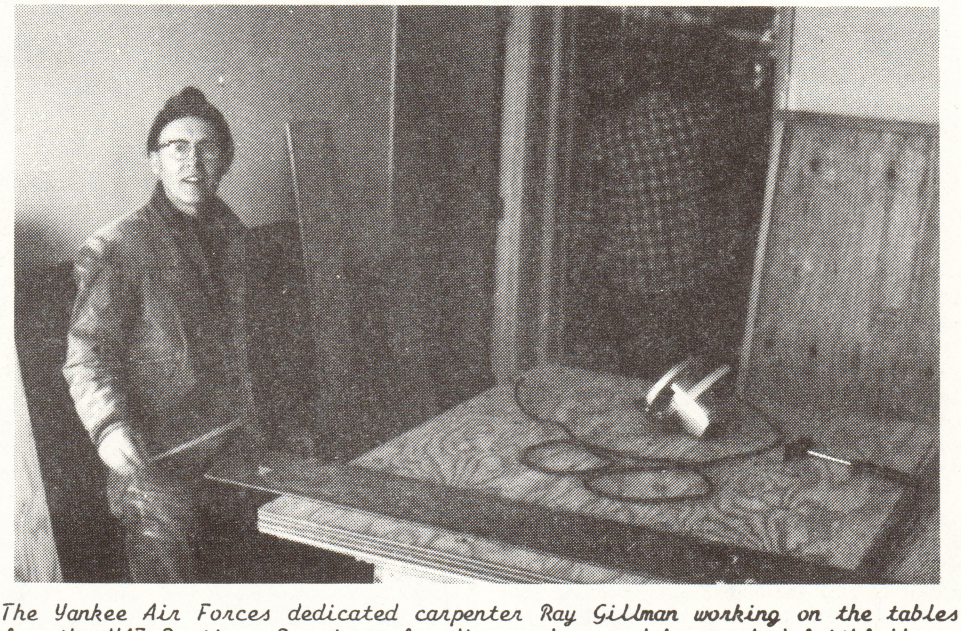
covered with dust and rust. Throughout the winter of 1981 and half the summer of 1982, Bill worked on his Stearman, with a fair amount of help from Lou Spanberger, Rennie Goyette, and Don Bowern. (Lou is also a Stearman owner, who will be featured in a future edition of "Flightline").

Although Bill said he only "... did a cosmetic job on it", the project included much cleaning, removal of the crop-dusting tank, installation of a front seat and instrument panel, building the throttle quadrants, and an authentic 1941 USAAC paint scheme. The major non-standard feature is the Pratt and Whitney 450 hp nine-cyl engine, which is preferred for crop-dusting and aerobatics. Bill and Stan Wallace are rebuilding a Continental 220 hp engine from low-time and never used parts, most of which are 40 years old. THe result will be a "new" 40 year old power plant. "Late this summer," Bill said, "I'm going to try to put my aircraft down for two weeks, to remove everything forward of the firewall, and replace it with the Continental 220, which puts it back to standard configuration." But first, Bill plans to fly some air shows, including the 1983 Willow Run show.

Bill entered the USAAF in December, 1944, reporting to Kessler Field, near Biloxi, Mississippi, for basic training. While in pre-flight at Douglas, Arizona, the war ended, and Bill had not flown a single military airplane. Fortunately, he had logged enough hours in the J-3 Cub to solo, prior to enlisting. After his discharge he was occupied with the acttivities of raising a family. In the late '60s the urge to fly resurfaced, and Bill accepted. Since then he has logged around 600 hours, with over 200 in Stearmans. Other aircraft he has flown include the Cessna 150, 152, and 172, Cherokee Six, Lance, AT-6, and Arrow. Bill also enjoys hunting in the west, and has taken deer, antelope, elk, wild boar, and a black bear. He is Vice President and General Manager of Peerless Motor Products and resides with his wife in Farmington. THey have two grown daughters.

Jim Hanford

In April, the RF-84K Squadron travelled to the Selfridge Air Museum to remove the landing gear from the RF-84F there, and return it to Willow Run for the YAF RF-84K. Left to Right; Ken Mullins, Neil Griffin, Don Burke, Earl Loeffler, Mike Willman (Squadron Cdr.), Rich Carpenter, and Ralph Gilpin. Thanks to Col. Bob Stone, for arranging the transfer of the gear to the YAF. At this time the main gear has been rebuilt and installed, and the nose gear is nearing completion. (Photo by Stan Reich)



The Yankee Air Forces dedicated carpenter Ray Gillman working on the tables for the YAF Parties. Ray is a founding member, and has worked faithfully on all manner of projects. Any day you stop by the hangar, and no one is around but you hear a saw or hammer, stop by the Carpenters shop. You'll find Ray there working on his latest project for the YAF. In the doorway is Bill Abbott, who probably just took Rays hot dog order. (Photo by Stan Reich)

YAF AIRCRAFT REPORTS

Any Yankee Air Force member who owns a Warbird, Trainer, or other historic aircraft is encouraged to contact Jim Hanford (562-3283) or Stan Reich (427-8014). One of them will be glad to spend time talking with you and preparing an article for this series on your aircraft.

Members helping with these series are the lifeblood of the Yankee Air Force Newsletter.

MUSEUM LIBRARY DEDICATED AT THE MAY 15 FLY-IN

The library was officially dedicated and opened at the May fly-in at Willow Run. Members are welcome to use the library, but for the time being, all books must be used in the library, and not taken home.

The hangar is manned daily now from 11AM until 5PM. Any member may call for information or work at the Hangar during those hours. Phone Number is 483-4030.

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LIBERATOR LOGBOOK

The Paramushiro Project

"Japans Pearl Harbor" is how an Eleventh Air Force veteran described a place I'd never before heard. His reference to the natural harbor in the Kuriles was surely an inexact comparison, however a review of the actual events should provoke reactions varying from humor to admiration for those who participated nearly forty years ago.

When war broke out, the 11 AF defended the vast areas of Alaska and the Aleutians with the 36th Heavy Bombardment Squadron (B-17s and B-24s) plus assorted medium bomber, transport, and fighter squadrons, and a composite group. However, the Eleventh was not destined to receive the men and materials necessary to carry the war to Japan. Geographically the Aleutian Islands could have provided the bases from which to strike Japan, but the difficulties with weather, distance, and terrain made it impractical. It was too common for aircraft to simply disappear in the unpredictable and rapidly changing weather. A 1944 Air Force intelligence publication noted, "The say in the Aleutians that...'the wind blows 100 miles an hour in all directions.'" When missions were flown, they invariably went to the same old targets the enemy-occupied islands of Kiska and Attu, or patrols far out over the monotonous ocean.

It was also monotonous for Lt. Lawrence Reineke, a squadron intelligence officer, who felt superfluous because there were no new targets for which to conduct briefings. One day his eyes scanned the charts beyond Kiska and Attu, settling on Paramushiro and Shimushu in the Kuriles. After one of the navigators confirmed that it was possible to make the round trip in a B-24, Reineke began a project...

The Air Force had nil on these islands, but Reineke found a naval intelligence unit with a voluminous file on them. There were records going back to 1900, giving topography, currents, and other naval details. Reineke constructed a large map of the islands. When he learned of some captured enemy diaries being translated, he culled details with which to update his maps. Reineke knew his moment had arrived when a mission to the Kuriles was proposed, and he was told to give the briefing. Unfortunately, his "reward" for a job well done consisted of a chewing out an reassignment to a construction project on Shemya. No one had told him that the brass would attend the briefing, nor that they had been told by Reineke's senior officers that no information was available on Paramushiro!

On July 10, 1943, six B-24s led by Major Robert Speer took off to make the first land-based attack of the war on Japan. Excitement ran high until a Navy patrol plane spotted four transports heading toward Attu, and MGen. William O. Butler diverted the mission to attack them. When the Liberators arrived, they found that two ships had already been sunk by B-25s, and the remaining two were too nimble for the heavy bombers to hit. As they withdrew, enemy flak hit Lt. Wernick's plane, destroying the nose wheel, the life raft, and the hydraulic system. With little fuel, and even less hope of surviving in the ocean, Wernick was presented with a "Hobson's choice"- a landing on two wheels, with no brakes, at Adak. The runway at Adak consisted of a slippery steel mat that began at the edge of the bay and ended at the foot of a mountain.

Wernick began to organize the landing After the main gear was cranked down by hand, nine crewmen gathered in the fuselage aft of the wing. The bomber approached the runway just above the wave-tops, in a nose-up attitude. As they crossed the end of the runway, on the verge of a stall, Wernick stalled her in, nearly scraping the rudders on the mat. When the wheels hit, the crew began to move slowly toward the tail, and so did the aircrafts center of gravity. Rolling with the nose up and Wernick steering with rudder alone, the Liberator slowed down, and started to tilt. Within a few feet of the mountain, the aircraft stopped, and the nose banged to the ground.

A week later Major Speer again led the half-dozen B-24s on the 1700 mile round trip to Paramushiro. As the force passed over the Kamchatka Peninsula, they welcomed the sight of trees- some, the first they'd seen in over a year. The group divided over the target to make sumultaneous attacks on the shipping and the nearby airfield. Surprise was almost total, and just as well - the harbor group had to make a second run, because the bomb racks had frozen. Flak was light and inaccurate, and the few fighters that managed to get airborne had insufficient fuel to seriously challenge the attackers. All aircraft returned to base without a scratch, having sunk one ship and damaged a couple more, as well as the runway.

A second mission to Paramushiro was flown on August 11, 1943 - nine Liberators led by Major Louis Blau, Speer's co-pilot on the earlier mission. An overcast forced the group to attack at low level, and this time the enemy was ready. Puffs of flak dotted the sky as the intruders delivered their loads on buildings, a pier, and a cargo ship. Beyond the flak barrage, nearly forty fighers waited. One Liberator spun down in flames; the remainder fought for their lives through a 45 minute running battle. Most of the attacks came from the five and seven o'clock directions, where the B-24s vertical stabilizers interrupted the fire from their own guns.

As it struggled along on three engines, Lt. Robert Lockwood's ship was singled out for special attention. His gunners returned the fusillades, and simultaneously jettisoned all unnecessary gear as the plane continued to lose altitude. At 200 ft. all three good engines died of fuel starvation. Instantly Lockwood's hands danced over the controls - tank selectors, booster pumps, and turbos. The ball turret skipped on the waves as the engines roared to life, and Lockwood nursed it along at zero altitude. With such determination all eight Liberators returned to base, full of holes, and claiming 13 enemy scalps. That the enemy had beefed up his defenses did not go unnoticed; any future raids would require a maximum effort.

Such an effort was launched on Sept. 11, 1943, however the withdrawal of two Liberator squadrons reduced the attackers to seven B-24s and twelve B-25s. This group fared even worse than its predecessors. They dropped about twelve tons of bombs on Paramushiro and Shimushu, but also paid a far greater price. In a 50 minute dogfight with sixty enemy fighters, the Americans lost three aircraft shot down, and seven more forced down in Soviet Kamchatka. The crews were returned, but the Russians impounded the aircraft. Of the 19 planes sent out, only nine returned. One raid had cost the Eleventh Air Force over half its striking power.

There were some later raids on the Kuriles, but never in the same strength. A Feb. 1944 mission was aborted because of overcast. The following Aug., photos taken by F-7s of the 2nd Photo Charting Squadron showed that there was little worth attacking in the Kuriles.

Although the 11AF B-24s never numbered a full combat group, it is estimated that their "Paramushiro Project" tied up 500 Japanese aircraft and 41,000 ground troops deployed against the threat of an invasion. Seen in that light, the campaign achieved far more than the bored airmen had imagined.

(The above accounts were drawn from The THousand Mile War by Brian Garfield, and Steve Birdsall's Log of the Liberators.)

Anyone wishing to contribute personal memoirs or stories to this column is encouraged to contact me. I will arrange for publication, and even have someone write it for you if you desire.

Jim Hanford
Staff Historical Writer

HANGAR TALK

On March 9, 1983, the YAF received its Clark Hi-Lo. It sure was a blessing to us when it touched down in our hangar. On Sunday the 13th, we had a massive clean-up drive in the hangar bay. We moved a lot of heavy equipment with our "new Hi-Lo. It runs great and looks super sharp, thanks to the mechanics who did the excellent job in rebuilding it. They are, Dean Miller, Bill Clark, and Pat Carroll. Special paint job was done by Gerd Rahman. Again, many thanks from the YAF.

Hangar restoration is still in progress, having gotten a lot done for the May fly-in, and finishing up some painting projects for the Willow Run Airshow. As warmer weather approaches do drop in and give us a hand. Our working crews need help. Our hangar is really a huge building. Right now our crew needs general carpenters to repair walls, install dry wall and then painters to follow up. Sweeping and cleaning is always a must.

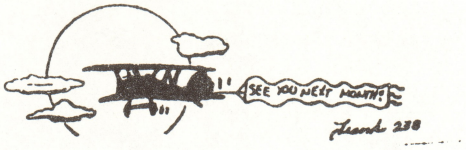
Tico Air Show got off the ground last month in Titusville, Fla., near Cape Canaveral. YAF participated in the War Bird Air Show. Jack Spanich, YAF #240, flew his AD-4NA Skyraider along with Dr. Robert Levine, YAF #787, with his P-51 Mustang and Bob Byrne and his P-51 Mustang.

Our tug is back, running better than ever. Billy Kruse YAF #1047 and his son Gary Kruse, overhauled the engine and had the transmission clutch rebuilt at Kruse Gravel Pit. What a super job they did, many thanks from the YAF.

Larry Silvers, YAF #129, would like to say "Hello" to Ed Teliczan YAF #231, from Baldwin MI. Larry and YAF thank you and we hope to see you at Air Show time in June.

Ah! There's good news folks, Oops. I'm starting to sound like Gabriel Heater now. YAF finally has chosen a name for our C-47. "Yankee Doodle Dandy". Last month Cecil Houchins YAF #062, and myself were at work kicking around names for our C-47. There sure were a lot of possibilities. Cecil blurted out, Yankee Doodle Dandy, that's it, I said. "Yankee Doodle" for the plane, and "Dandies" for us members. We even have a song built into our plane by George M. Cohen, "I'm a Yankee Doodle Dandy". Cecil even came up with a Logo to go along with the name. JUST GREAT CECIL!

YAF goes on TV in Detroit, PBS Channel 56. THe station had its annual fund raising drive to raise money for its excellent programs to be aired this fall. Thirty (30) members of YAF answered phones for pledges from viewers. Thanks to Dan Miller for setting it up. Good show guys and dolls!.



HANGAR NEEDS

All members - here is a way you can help. We need the following items to continue restoration work on the hangar, and to help set up the museum and offices for the YAF. If you have any of these things, or know of a business or an individual who would donate them, please call Frank Modlinski or the hangar office. Remember, all donations are tax deductible.

Pipewrenches	Crescent wrenches
Ratchet sets	spray cleaners
metric tools	extension ladder
staple gun	300 folding chairs
Sandpaper	12 ft movie screen
Oil	Parachute canopys
Caulk	Sabre Saw and blade
Water meter	Florescent fixtures
Scaffolding	Electrical wire
Fire Alarm	house type furnaces
Burglar alarm	16 mm movie camera
folding tables	16 mm movie projector*
bookshelves	video recorder
copy machine	video camera
file folders	cassette tape player
cabinets	opaque projector
arc welder	Acetylene torch
gas welder	propane torch
filing cabinets*	tape recorder
record player	spray paint guns
radial saw	heavy duty tug
paint	

4 wheel drive truck
aircraft starting units GPU, APU.

Some of the major things we need to have donated if anyone knows someone in the business, are;

We need to resurface the North and South ramps with ashphalt.

We need a large ramp sweeper.

We need a large industrial floor cleaner.

We need a 4 wheel drive truck such as a Bronco or Blazer.

We need cement to make pads for the landing gear of the outdoor aircraft displays.

We need to have all the paint removed from the inside of the hangar by air or sandblasting.

RETAIL SALES

Retail sales has doubled in size in the last six months. Our stock has doubled and of course our work load has doubled. **WE NEED VOLUNTEERS** who would be interested in retail sales for varioul upcoming events at Willow Run. I also need an assistant to help me with the stackroom, re-ordering and inventory control, along with misc. items that come up from time to time. If you have some spare time and you would like to get a little more involved please give me a call and I will fill you in on the details

Airshow '83' is just around the corner and we will need people to help with retail sales during the two day event. This is the Willow Run Division's biggest money maker for the year. We need your help to make it a success. The airshow is June 11 and 12. We can use help both days or you can work just one day if you wish. We will also need help with setting up our booths and preparing inventory. This will be accomplished on June 9 and 10. Retail sales is a vital part of this airshow, so come on out and help for a couple of days and make it a huge success. We can't do it without YOU!!
Call me at 421-1769 if you can participate.

We will have some new inventory arriving about the first of June. Just to give you an idea of what we will have, I have listed some of the new items: Belt Buckles, Coffee Mugs, Beer Mugs, Balloons, Outside YAF Stickers, Frisbee's, and Navy Blur Coveralls for the ground crews. We have a good stack of B-24 and C-47 Tie Tacs to choose from, and the price is still $6.00 each.

One small reminder, if you are planning to work at the airshow or any YAF event throughout the year, we request that you purchase a member shirt and wear this with navy blue pants or skirt along with black shoes It is necessary that we maintain a quality image at all YAF events and this means maintaining a dress code that is very presentable.

We are looking for one item and maybe someone out there can help. We need an outlet to purchase Navy blue blazers for men and women at wholesale prices. If you know of such a place, please contact me immediately.

Terry Emery, YAF #352
Retail Sales Chairman
421-1769

Help the YAF - Volunteer to work at the Willow Run Airshow, June 11 and 12. Come to the meeting on June 1 to sign up. Come to the Airshow party find out what the surprise is.

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HANGAR AND ROOM RENTALS

The Yankee Air Force Hangar is available for aircraft rentals and room rentals. If you are a member and own an aircraft which is a military aircraft or you own a civilian aircraft which is at least 30 years old, you may wish to rent space for your plane in the YAF Hangar. Rents help fund the restoration and operation of the Hangar. **Contact T. J. Wilkins, 525-2616 for information.**

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MEETING ROOM RENTALS

Rooms are now available in the Hangar for rental to other groups. The cost is $1.00 per person with a minimum of $25.00. A group must have a member who is also a member of the YAF, and Someone with a key must be present. Each application must be made to the Willow Run Division Board of Directors at least 45 days prior to the requested meeting night. The Board will then approve or deny the use of the room based on any conflict with YAF activities, conflict with lease agreements or activities or groups deemed to be in conflict with the goals of the YAF. The minimum $25.00 must be paid upon signing the rental contract, with the balance paid within 7 days after the meeting. Kitchen facilities may be used, but must be cleaned up after use. It is the responsibility of the YAF member to insure that security is maintained and the rooms cleaned up afterwards. Any group which does not follow the rules and policies of the Hangar, including smoking, and aircraft security, will be barred from renting rooms in the future. We are happy to allow other groups to use the facility, so long as they obey the rules, and help us cover the costs of operating the Hangar for all of us to use.

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